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ROOSEVELT MAKES A FORMAL APPLICATION FOR COMMISSION

New York, July 9.—Colonel Theodore Roosevelt has made formal application to the War Department, it was learned tonight, for permission to raise a division of volunteers for service in the event of war with Mexico. Secretary of War Newton D. Baker is said to have informally approved the application and indicated that should war be declared a major general's commission will be tendered to Colonel Roosevelt.

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MASON COUNTY TURNPIKES

In writing this, my sixth article, upon the Mason county turnpikes, I find that I have gone over almost 50 per cent of Mason county's turnpike system, and with this entire mileage, I do not believe by actual measurement, there has been 150 rods of rock hauled on the roads, so far, this season, neither have I found one effort made to get the water out of the middle of the roads, which, indeed, is the most important thing should be done, and it is the least expensive. When I say, get the water off the roads, I do not mean to go from one end of the turnpikes to the other, with a horse and cart, digging every atom of dirt that is in the gutters and hauling same away, as this would be almost an impossible proposition with the available money. There are a good many places, which in the aggregate, do not amount to many miles where the gutter is higher than the road. In these places, of course, the dirt is to be hauled away. To take a pick and shovel and make small gutters from the track on each side of the road leading to the gutter, would cost very little money, and I believe, could be done from one end of this county's pikes to the other, for the sum of \$3000. Over 2-3 of the pikes in Mason county do not have sufficient travel upon them to wear them out and the hard rains do practically all the damage. It should be the practice, after a heavy rain, for men to take shovels and go over the respective roads and wherever the water cannot get away from the center of the pike, those places should be made.

The management of Mason county turnpikes have decided several years ago, that we did not have enough money to do the necessary to our pikes. I do not wonder at this because our management has taken and adopted the most expensive system of repair work, that could possibly be advised. That system is employing people to repair turnpikes, who make a business of farming, and you know what a farmer has to do. He is kept busy in his own crops during most of the year, and the time he gets to work the roads is very little. He does not get to do enough work to keep in practice, and, therefore, experiments with probably half of the work that is accomplished and gets full pay for it from Mason county. In making this remark, I mean to cast no affection upon any man, as any of us know, that if we do not have the experience in any particular line, the job at hand is not a successful one, thereby pursuing the wrong course, the money has been spent and value received, has not been rendered.

On June 23rd, I started at the Maple Leaf Pike, near its junction with the Lexington pike, near the home of James N. Kirk. This pike is one mile in length. The grade of it is fine and with a little money spent each year, this would always be a good road, but the usual thing has happened, several strings of rock are on the sides of this road beaten into the earth with mud holes close by. There are no bridges and no heavy grades, consequently, the up-keep should be very little.

Statistics of last year, show about \$200 spent on the Maple Leaf and Hill City pikes, just how much on the Maple Leaf, I cannot say, but I am safe in saying, if there was \$100 spent on this mile of road, value received was not rendered Mason county.

I took the Hill City pike, near the Joseph R. Davis farm going south upon same its entire length. This pike I must say, is the most sadly neglected thoroughfare in the county although during last fall, it received practically all the traffic belonging to the Flemingsburg pike, on account of the reconstruction of the model road. I mentioned before in one of my articles, that there was a great deal of rock that had been broken on this road that had been there for several years, and I beg again to emphasize this fact. These rocks have been there from 3 to 8 years without anybody giving attention towards spreading them. This branch of the Hill City is an continuation of hills, and, therefore, should have drainage. This it has not had for a number of years, in fact, I do not believe a shovel and pick has been used towards getting the water off of this road within 4 years. In places the gutters are higher than the road, resulting from continued neglect, and the water from quite large areas is being drained immediately into the center of the road. There is one point near the home of J. R. Steers, at which point a ravine runs out from the farm of Jas. Mailey, which should run down the gutter on the east side of the pike, a distance of 100 feet to the creek. The grass has grown up very rank in this gutter and has gotten higher than the road and this ravine empties

into the center of the turnpike and has washed every particle of stone, with the exception of the bed rock, away.

Lack of drainage continues on this end. This pike proceeds to the Northfork from the home of J. B. Steers by a new stretch of 8-10 of a mile, which was constructed 5 years ago. This new pike has had some repair put on by a farmer in the neighborhood. He told me that the Supervisor of Pikes was over this road about twice a year, and when asked how his rock were measured, he told me, they were measured by the wagon load by himself, and I right here beg to ask a question, what do the tax-payers in Mason county pay Road Superintendents for? There is a splendid iron bridge across the Northfork, at this point, which is needing a coat of paint very badly, otherwise it is in good repair.

From the Northfork, the hill leading to the home of Ed Nesbitt, is in fairly good repair, there being a good gutter where needed and breaks that were put upon this hill sometime since need cleaning out badly, thereby leading the water from the center of the road. From the home of Ed Nesbitt, the stretch of the Hill City Pike, which made the Hill City a parallel pike of both the Flemingsburg and Lexington. This last stretch of road is a splendid piece of work and if the rock that is piled upon its sides about 3 years ago were spread upon this bad places and the water gotten out of the middle of the pike, it would be a splendid road for many years to come. The allotment of money which this pike is due, would almost keep it in model road condition. I have spoken of the allotment of money belonging to the various pikes, several times before. This subject will be treated in a separate article and will show in detail, the amount of money that is due every turnpike in Mason County, and I want to say, that in my opinion, it is sufficient to keep most of the roads in first class condition, provided, the work is done in an intelligent way. This branch of the Hill City pike has 5 bridges upon it of 15 feet span or more, exclusive of the Northfork bridge, and there are several small bridges. There is 16 miles of the Hill City turnpike, including all of its connections, which are six in number besides the main road, and upon this 16 miles of road, according to the statement, at hand, there was \$350 spent upon it last year or about \$22 per mile, notwithstanding the fact, there is, at least, \$75 per mile, available for every mile of this road.

I took the Helena and Mayslick pike, at Mrs. Bettie Finch's and followed it to Wedonia. This pike runs through as fine a farming country as our State can lay claim to. The travel upon this road is by far, greater than any other of our cross country pikes. The grade of this road is excellent there being practically no hills upon it but what hills there are, are gradually being washed away, as the water cannot get off the pike. The distance between the points mentioned is 3 7-10. There is not one rod of rock being hauled upon it for this year's repair, and I must say, it is sadly in need of it as on road after rod of this road, the public is traveling over the bed rock. Last year there was \$610 spent upon this entire road, \$300 of which was for the construction of one culvert which was made of concrete. Masonry has gone out of style for culverts or for bridge abutments, in this county, although we have some splendid Stone Masons in our community, who work at very reasonable wages. Stone culverts and bridges are standing in Mason county that have never given any trouble for periods of 60 to 75 years, and there is no reason why we should break away from the old construction when same can be had for less money, but it is not how reasonable and well a thing can be done in Mason county but how many bridges and culverts can be rebuilt of concrete. Really, I believe our authorities are looking for things to be built of concrete. I believe in using concrete, when necessary, and the price is within reason but I think stone work should be used when it can be for less than half of the money.

The Wedonia and Mayslick turnpike is due from \$85 to \$90 per mile for repair work, annually, and I should like to ask the people who live along this road, if they think they have gotten that much on the road in the last 5 years. It is true, rock is a little expensive in this vicinity but it can be had for at least \$3.00 per rod.

I took the Strodes Run turnpike at Lewisburg and followed same across to its end at the top of the hill near Pat Comer's. There is very small amount of travel upon this road and the grade for most of its length is excellent, however, the hills that are on this road are being allowed to wash away by the rains. I saw places where the water runs in the middle of the road without a break, for a distance of 500 feet. There was \$181.65 spent on this road, and the results, look by far better to me than any other road I have been over, with one exception. Get the

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water off of this road and continue spending \$181.65 per year then this community will not have to travel in the mud but very little. This road should be entitled to, at least, \$200 per year, for repair work. Rock can be had for \$2.50 per rod. If we are getting no rock on our roads and there is no work going on of consequence, the question arises, what becomes of our money? The taxpayers of Mason county are entitled to know, but the public do not seem to get much information upon this point. I still cling to the idea, "get the water off the roads and do it quick," will save Mason county many thousands of dollars.

W. HOLTEN KEY.

TELLS WHY SUN IS HOT

The great German physicist Helmholtz was the first to explain satisfactorily what keeps the sun hot. The sun is not burning; it is heated to the glowing point, like a piece of white hot iron. Helmholtz found that if we suppose the sun to be contracting by only 250 feet a year we would receive our present amount of heat. In other words, says the Popular Science Monthly, heat is being literally squeezed out of the sun. Professor Newcomb estimated that when the squeezing process has continued for about 7,000,000 years the sun will be one half its present size.

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I read one day about Cardui, the woman's tonic, and I decided to try it. I had not taken but about six bottles until I was almost cured. It did me more good than all the other medicines I had tried, put together.

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Do you, lady reader, suffer from any of the ailments due to womanly trouble, such as headache, backache, sideache, sleeplessness, and that everlasting tired feeling?

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No. 9 departs 1:00 p. m., daily except Sunday.
No. 19 departs 3:40 p. m., daily.
No. 10 arrives 9:50 a. m., daily except Sunday.
No. 18 arrives 2:05 p. m., daily.
No. 14 arrives 8:30 p. m., daily except Sunday.
No. 16 arrives 7:30 a. m., daily except Sunday.
No. 17 departs 7:50 a. m., daily except Sunday.
Sunday Only
No. 117 departs at 6 a. m.
No. 118 arrives at 11:25 p. m.
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H. S. ELLIS, Agent.

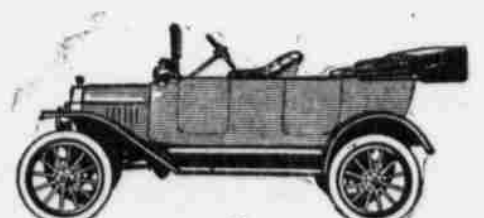
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Schedule effective May 28th.

EAST BOUND—
No. 8, 9:41 a. m.
No. 6, 9:55 a. m.
No. 2, 1:40 p. m.
No. 16, 5:30 p. m.
No. 18, 8:00 p. m.
No. 4, 10:48 p. m.
WEST BOUND—
No. 19, 5:30 a. m.
No. 5, 6:15 a. m.
No. 1, 9:19 a. m.
No. 17, 9:30 a. m.
No. 3, 3:30 p. m.
No. 7, 4:33 p. m.
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